

Today's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Steamship

"CHIHILI,"
Capt. Anderson, will be despatched TO-MORROW, the 12th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1896. [797]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN, VIA SWATOW.

THE Steamship

"KWEIYANG,"
Capt. Outerbridge, will be despatched TO-MORROW, the 12th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1896. [777]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR KORE AND YOKOHAMA.

THE Steamship

"CASPIAN,"
will be despatched for the above Ports TO-MORROW, the 12th instant, at 5 P.M., instead of as previously advertised.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 11th May, 1896. [789]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Capt. Reisch, will be despatched for the above Ports on WEDNESDAY, the 13th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.
Hongkong, 11th May, 1896. [798]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SHANGHAI, JINSEN AND
NAGASAKI.

THE Steamship

"SATSUMA MARU,"
Capt. F. L. Sommer, will be despatched at noon on WEDNESDAY, the 13th instant, at 4 P.M., instead of as previously advertised.
This steamer is specially fitted for Passengers, with Superior Accommodation.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 11th May, 1896. [790]

NIPPON YUSEN KAISHA.

FOR SHANGHAI, JINSEN AND
NAGASAKI.

THE Steamship

"DAKIN, CRUICKSHANK & Co. WATER,"
will be despatched for the above Ports on WEDNESDAY, the 13th instant, at 4 P.M., instead of as previously advertised.
This steamer is specially fitted for Passengers, with Superior Accommodation.
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NIPPON YUSEN KAISHA.

Intimations.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1896.

BIRTHS.

At Liayang, Manchuria, on the 27th April, the wife of the Rev. GEORGE DOUGLAS, of a daughter.

At No. 35, Whampoa Road, Shanghai, on the 3rd of May, the wife of J. W. H. JOHN, of a daughter.

MARRIAGE.

On the 4th instant, at the British Episcopal Church, Fochow, by the Ven. Archdeacon Wolfe, assisted by the Rev. W. Bannister, and after at H.B.M.'s Consulate, by C. F. R. Allen, Esq., JOHN C. OSWALD, of Fochow, to NINA LOUISA DAY, second daughter of the late Rev. A. B. Day, Rector of Fishponds, near Bristol.

DEATHS.

On the 2nd May, on board the *Yokohama Maru*, CHARLES CHROME, of Shanghai, aged 56.

On the 6th of May, at 56, Quinlan Road, Shanghai, ANDREA NICHOLAS VILLODARI, a native of Greece, aged 72 years, and for about 35 years a resident in Nagasaki and Shanghai.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 11, 1896.

NOTES AND COMMENTS.

The Report on the health of the Colony during the year 1895, presented by the Medical Officer of Health to the Sanitary Board, of which body he is a member (and not an officer), is very full, very clear, and very instructive, and we congratulate Dr. CLARK on the very careful examination he has made into the vital statistics of Hongkong during the period under review, and for having laid so excellent a foundation for future investigation and report.

He has done well in including in his report the result of his investigations into the causes and peculiarities of the plague and in publicly challenging some of the conclusions arrived at by previous writers on the subject. Arriving in 1895, he has had the opportunity of making himself acquainted with the disease as it occurred during that year. He must have seen a great many cases of all degrees of malignancy during the first three months of this year, and even if it had not been his duty to study the history of the epidemic of 1894, he arrived so recently after it and while it was still so completely a common topic of conversation in all circles, medical and general, that it was impossible for him to have overlooked it and to have refrained from the methods made use of in dealing with it.

We have always thought Dr. Lawson mistaken in his opinion that the latrines were potent factors in the spread of the plague, and it is pleasant to find Dr. CLARK on the same side as ourselves. The condemnation of the latrines was only a portion of the organised attack on the popularly constituted Sanitary Board, with a view to its condemnation as the sole cause of the insanitary state of the city in exoneration of the Governor and the Government, the former having committed himself in Council to the statement that he had never heard of such a thing as a house in an insanitary condition in the Colony until Tai Ping Shan was in course of being cleared out.

The Acting Colonial Surgeon's protest at the Board meeting the other day against the discussion of doubtful questions of this kind was not a protest against discussion pure and simple, but against a subordinate officer who is under the Colonial Surgeon venturing to argue such questions with his superiors and seniors in the service, and against the impropriety of allowing it to be known outside that there were differences of opinion within the sacred circle of officialdom. Dr. CLARK may entertain what opinions he pleases, but it is a breach, we will not say of duty, but of official propriety, not to suppress them in deference to the unwritten law of the ring that every official must, so far as regards the public, support and defend every other. We hope that Dr. CLARK has made up his mind to speak and vote according to his own independent professional opinion on all professional matters and so earn the confidence and respect of the community.

Dr. CLARK estimates the annual increase of population in Hongkong at 3.27 per cent, or about 7,600 persons in each year. Allowing for this increase and taking the census of 1891 as a basis, he fixes the total number of inhabitants in the Colony in June, 1895, at 214,930, of whom 234,102 are Chinese and 10,828 of other races and nationalities. The civil population, non-Chinese, he places at 7,260, of whom

2,580 are Europeans, 2,230 are Portuguese, and the other 2,350 are Indians, Japanese, negroes, and natives of the Philippines and Malayan States. Of the 2,680 Europeans, 1,800 only are British. Of the Chinese, 167,500 live in the City of Victoria; the rest of the land population are in Kowloon and the villages on this island, and the boat population numbers 33,180. Of the 6,837 houses in Victoria only 479 were exclusively European, and the average population of each Chinese house was 25.3, or about 300 persons to the acre. It may be true that is six times the average density of the population in London, but we should be inclined to think that the more densely populated quarters of London, east and north, will show a density fully as great, if not greater. The average birth rate for the entire population, native and foreign, was 2.8 per 1,000,

for the non-Chinese population 11.4 per 1,000, the Portuguese contributing at the rate of 23.25 and the British community at the rate of 22.4. The Chinese birth rate is therefore terribly low, there being only one woman in the Colony to about every four men and there being a heavy percentage of a certain class. Dr. CLARK is of opinion that to the registered Chinese births there ought to be very considerable additions for unknown infants found dead in the streets or dying in the Foundling establishments, but he must not forget that very many of these are not born in the Colony but are brought here from the mainland. The death rate in London and thirty-two other great towns in England, having a combined population of over ten millions, averages about 10.8 per 1,000. The death rate for the entire population of Hongkong for 1895 was 22.04 per 1,000; for the non-Chinese portion, excluding the naval and military establishments, 21.07 per 1,000, and for the Europeans alone, taking 2,600 as the resident population, the rate was only 14.9 per 1,000. In England the death rate varies in different towns between 11 and 28 per 1,000, so that Hongkong cannot be said to be very unhealthy. The Medical Officer of Health, however, considers our death rates, especially among the Chinese, as abnormally high, as he deems the population to be from various causes one that ought to be unusually healthy, composed as it is mainly of adults, picked men in their way, and with so small a proportion of children and old men. The Chinese appear to suffer more from malarial diseases, and the European population from diseases of the kidneys, liver, intestinal diseases, &c.

We hope to return to this report again and glean some further figures and facts of interest from it. We shall look out with some eagerness for the Colonial Surgeon's report for 1896; for the purpose of comparing the two, but fear that Dr. Atkinson will not afford us the opportunity. Consistently with his own theory, he will avoid all discussion on disputable matters, confine himself strictly to figures, and omit all that portion of his carefully prepared draft on which he has been anticipated by Dr. CLARK. We shall see what we shall see. We suppose the public will not hear from Dr. Lawson this year.

The Acting Chief Justice to-day sent a Chinese trader to prison for three months and suspended his discharge in bankruptcy for twelve months. The man was a butcher and had succeeded his father in business five years ago with a capital of \$1,100. In 1895 he was in debt to the extent of \$2,750 over and above all his available assets, and he borrowed a further sum of \$1,200 on the security of a contract he had entered into for the sale on profitable terms of the would probably have been successful in keeping on killing cattle in due course, but he did not. He shut up his shop within a month and retired from business, leaving his general creditors and this special one lamenting. It is some consolation that some punishment, however trifling, has come upon him. There are very many more in a like or in a worse case upon whom no punishment will fall. Our Bankruptcy Law is so imperfect and so imperfectly administered that creditors in Hongkong have absolutely no protection.

THE RUSSIAN FLEET IN CHEFOO.

Sir Claude MacDonald takes charge as Minister for Great Britain. Mr. Beaulieu, who has been in charge since Sir Nicholas O'Connor left, will not, however, go on leave just yet, as was reported, but will remain to assist, by his intimate knowledge of affairs, the new Minister.

There were six Russian men-of-war in Chefoo on the 5th instant, including the ironclads *Rurik* and *Dmitri Donskoi*, the two most powerful and heavily armed boats on the station.

THE "ONWO" NEWCHWANG COLLISION.

THE "NEWCHWANG" TO BLAME.

SHANGHAI, 11th May, 1896.

The decision of the Court of Inquiry regarding the sinking of the steamer *Onwo* at Woosung on the 9th ult. is that the *Newchwang* is held entirely to blame for the collision. Captain Hardey's certificate has, however, been returned to him.

THE CHINA MAIL this morning issued the following fuller particulars of the finding, from its Shanghai correspondent, as an "Extra."

ALL-ROUND CENSURE.

SHANGHAI, Monday, 11th May.

The Marine Court of Inquiry into the circumstances connected with the disastrous collision at Woosung has issued its finding.

Capt. T. Hardey, of the China Navigation S. S. Co.'s steamer *Newchwang*, is held to be in blame for the collision, having been on the wrong side of the river. He is severely censured by the Court, but his certificate is not dealt with.

The Court also finds that Capt. Slesser, of the Indo-China Steam Navigation Company's steamer *Onwo*, failed to make proper efforts to save his ship after the collision had occurred, because of the desertion of his crew rendered it difficult for him to handle the vessel. He also failed to realize the full danger of his position.

Severe censure is passed by the Court for the disgraceful provision on board the *Onwo* for saving life.

The Court issues a series of important suggestions for the prevention of such disasters in future, and has communicated these suggestions to the Consular body, the Customs authorities, the Shanghai General Chamber of Commerce, and the representatives of the various Shipping Companies.

REUTERS MESSAGE.

THE CHARTERED BRITISH SOUTH AFRICA COMPANY.

LONDON, May 8th.

The Board of the British South Africa Co. has resolved to defer its acceptance of the resignation of Mr. Cecil Rhodes and Mr. A. B. Bell. This resolution is only temporarily approved of by certain directors who consider the resignations as inevitable, and who, in the event of Messrs Rhodes and Bell remaining on the Board, will resign their seats.

LOCAL AND GENERAL.

MANGOS are said to be cheap and plentiful this year at Bangkok.

H.M.S. gunboat *Passcock* arrived here from Bangkok yesterday.

THE Shanghai Harbour Master has engaged three men to assist the Inspecting Officer in carrying out the Plague Regulations.

CAPTAIN BOLDESKO, R.N., arrived at Singapore by the steamer *Glengyle* on the 1st inst. to take up the appointment of Deputy Master Attendant, Singapore.

CAPTAIN GASSON, of the steamer *Glengyle*, reports passing a water-logged junk dangerous to navigation off Pulau Jarra, bearing S. 20 miles distant.

THE foundation stone of the new French Electric Light Works at Shanghai was laid on the 7th instant, with appropriate ceremonies, on the site behind the French Municipal Hall.

THE Shanghai native papers report that the Foreign Ministers at Peking have written to the Tungli Yamen suggesting the construction of a telephone line between Shanghai and Soochow.

ONE British steamer will go to Hankow to load the *Onwo*, and is expected to leave Shanghai for Hankow on the 11th and start homewards from that port about June 1st.

THE owners of the steamer *Norfolk* have filed a petition in the Supreme Court at Shanghai against the owners of the steamer *Pekin* in connection with the collision that occurred between the two vessels in Shanghai on Good Friday.

THE Portuguese Minister-Plenipotentiary and M. de Costa arrived at Bangkok on the 28th ult. by the *Gorgon*. Sr. de Costa is accompanied by M. Bastos, Secretary, and M. Silvano, Attaché. His Excellency had audience of the King on the following day.

It is learned from Peking that Mr. Beaulieu and Mr. Grant Duff are shortly to leave for home, so that the British Legation will be left in the hands of newcomers just at a stage when the presence of the most experienced men is likely to be required more than at any other time.

On the 1st inst. there was an explosion in the coal bunkers of the steamer *Amaranth*, while lying at Tientsin Pagar Wharf, Singapore. A European fireman, named Lindsay, was seriously injured, and had to be taken to the hospital. The explosion was probably due to an accumulation of gas.

THE following changes in H.B.M. Consular staff at Shanghai have been notified:—Mr. B. Joly, from leave, as Vice-Consul and Police Magistrate, *vice* Mr. L. C. Hopkins, who goes to Chefoo; to relieve Mr. T. L. Ballock, Acting Consul at Shanghai during the absence of Mr. G. Jamieson, on leave.

FROM Peking it is learned that all repairs to the Board of Revenue buildings are to be completed by the Chinese 8th moon (about October) and that the cost of same, amounting to over two hundred thousand taels, will be borne entirely by the officials of that Board. A case similar to this occurred during the reign of Lien Fung.

THE *Mercury* reports the death of M. de Lomax, Belgian Minister to China and Siam, which took place at the General Hospital, Shanghai, on the 7th instant, through blood poisoning, the effect of a scratch during his passage from Peking to Tientsin. He arrived in Shanghai on the 3rd instant in the *Kinshiro*. The age of the Consuls and men-of-war were half-mast during the 7th.

MEMORANDA.

TUESDAY, 12th May.
8.30 p.m.—Meeting of St. John's Lodge.
WEDNESDAY, 13th May.
11 a.m.—French Mail closes.
Noon.—*Shanghai* leaves for Europe.
Noon.—*Coptic* leaves for San Francisco, via usual ports of call.
3.30 p.m.—Annual general meeting of the Members of the Hongkong General Chamber of Commerce at the rooms of the Chamber, City Hall.
SATURDAY, 16th May.
9 p.m.—Meeting of Perseverance Lodge.
SUNDAY, 17th May.
Daylight.—*Olympia* leaves for Victoria, B.C., and Tacoma, via usual ports of call.

THE U.S. flagship *Olympia*, the *Detroit*, *Yorktown*, and *Albatross* will, according to present arrangements, leave Woosung for Chefoo and the North on the 9th.

The bodies of Captain Slesser, of the *Onwo*, and Pilot Scott were picked up on the 7th inst. near the Red Buoy, while that of another foreigner was picked up later on the same day.

THERE will be a meeting of the Navy League, Hongkong Branch, in the St. Andrew's Hall, City Hall, on Friday, the 22nd May, at 5.15 p.m. when Mr. Francis, Q.C., has kindly consented to deliver an address.

THERE were twelve cases of plague from noon Saturday to noon yesterday—eight in the city, one in the Harbour, two in British, and one from Chinese Kowloon. To noon to-day there were ten cases—five in the city, four in Kowloon, and one from Green Island.

THE *N. C. Daily News* has been requested to intimate that Her Majesty's Minister on learning the news of the recent disastrous collision between the *Onwo* and *Newchwang* telegraphed to Sir Nicholas Hannen desiring to express his deepest sympathy with all the sufferers.

THE Secretary of the Panjion Mining Company, Limited, advises us that he has received the following telegram from the mine, being the results of the clean-up of the cyanide plant for April:—"The cyanide plant worked 21 days, treating 610 tons of clean tailings, yielding 237 ozs. of gold, of an average assay value of £2.25. 9d. sterling."

DURING a squall on the 25th ult. that passed over Penang a huge tree (*Casuarina*) at Bagan Tuan Kechil was uprooted and blown down. It fell on three thatched houses and killed one of the inmates, who was smoking opium at the time. The *Singapore Free Press* adds:—"We have much pleasure in bringing this incident to the notice of the defunct hordes of anti-opium people. It is recommended for use by platform orators as a direct evidence of divine opinion, which again must be distinctly pro-alcohol if we are to believe the adage that 'there is a providence that watches over drunken men and children.' The unfortunate thing is that trees and houses and factory chimneys all over the world have an awkward way of falling down in high winds and killing people who are not smoking opium. But logic has no right to shove its nose over the fence when given untempered facts are on the rampage. Therefore we expect to see this story made use of to attract juvenile pennies to the promotion of what we have heard called 'anighandily cause.'"

H.E. CHING CH'ANG, Chinese Minister to the French Republic, has sent for his family, who have been living in Peking, to join him.

In conjunction with Tsoai Hui Yin-hung, whom we (the *Mercury*) announced some time ago as having been granted permission to raise capital for the construction of the Hankow-Peking Railway, we now further learn that the Military Board, Prince Kung and Prince Ch'ing, have likewise allowed Tsoai Hui Yin and Lie and Prefect Lin to invite merchants to subscribe for the undertaking. The amount these four gentlemen are instructed to raise is forty million taels, each of them being required to provide ten millions. The Military Board are preparing a memorial to be presented to the Throne asking for final sanction, which no doubt will be issued before long.

THE TRADE OF SAIGON.

In their *Circular*, dated Saigon, 2nd May, Messrs. Wm. G. Hale & Co. report as follows:—"RICE:—There is nothing to be said, more than to reiterate former remarks upon high prices; planters are still able to hold back their stocks, and while they can do so no marked decline will take place. Export, so far, has been equal to that of last season, but a change must soon appear, as supplies of grain are falling off. Arrivals are 30,000 piculs daily, and the crop is expected to run out in July. Quotations are as follows:—No. 1 White Mill, \$2.38-7/8; No. 2 White Mill, \$2.38-5/8; No. 3 White Mill, \$2.38-4/8; No. 4 White Mill, \$2.38-3/8; No. 5 White Mill, \$2.38-2/8; No. 6 White Mill, \$2.38-1/8; No. 7 White Mill, \$2.38-1/8; No. 8 White Mill, \$2.38-1/8; No. 9 White Mill, \$2.38-1/8; No. 10 White Mill, \$2.38-1/8; No. 11 White Mill, \$2.38-1/8; No. 12 White Mill, \$2.38-1/8; No. 13 White Mill, \$2.38-1/8; No. 14 White Mill, \$2.38-1/8; No. 15 White Mill, \$2.38-1/8; No. 16 White Mill, \$2.38-1/8; No. 17 White Mill, \$2.38-1/8; No. 18 White Mill, \$2.38-1/8; No. 19 White Mill, \$2.38-1/8; No. 20 White Mill, \$2.38-1/8; No. 21 White Mill, \$2.38-1/8; No. 22 White Mill, \$2.38-1/8; No. 23 White Mill, \$2.38-1/8; No. 24 White Mill, \$2.38-1/8; No. 25 White Mill, \$2.38-1/8; No. 26 White Mill, \$2.38-1/8; No. 27 White Mill, \$2.38-1/8; No. 28 White Mill, \$2.38-1/8; No. 29 White Mill, \$2.38-1/8; No. 30 White Mill, \$2.38-1/8; No. 31 White Mill, \$2.38-1/8; No. 32 White Mill, \$2.38-1/8; No. 33 White Mill, \$2.38-1/8; No. 34 White Mill, \$2.38-1/8; No. 35 White Mill, \$2.38-1/8; No. 36 White Mill, \$2.38-1/8; No. 37 White Mill, \$2.38-1/8; No. 38 White Mill, \$2.38-1/8; No. 39 White Mill, \$2.38-1/8; No. 40 White Mill, \$2.38-1/8; No. 41 White Mill, \$2.38-1/8; No. 42 White Mill, \$2.38-1/8; No. 43 White Mill, \$2.38-1/8; No. 44 White Mill, \$2.38-1/8; No. 45 White Mill, \$2.38-1/8; No. 46 White Mill, \$2.38-1/8; No. 47 White Mill, \$2.38-1/8; No. 48 White Mill, \$2.38-1/8; No. 49 White Mill, \$2.38-1/8; No. 50 White Mill, \$2.38-1/8; No. 51 White Mill, \$2.38-1/8; No. 52 White Mill, \$2.38-1/8; No. 53 White Mill, \$2.38-1/8; No. 54 White Mill, \$2.38-1/8; No. 55 White Mill, \$2.38-1/8; No. 56 White Mill, \$2.38-1/8; No. 57 White Mill, \$2.38-1/8; No. 58 White Mill, \$2.38-1/8; No. 59 White Mill, \$2.38-1/

recover the oil and save as much cargo as possible, after which the wreck will be blown up. The bodies of the other European victims have not been found yet.

The funeral of the late Mr. Keats, chief officer of the ill-fated steamer, took place at the New Cemetery on Saturday, the 2nd, when a large concourse of friends and sympathisers followed the remains to the grave, to pay their last respects to one of the oldest, if not the oldest, master mariners on the Chinese coast. Mr. Keats was well known on the Australian, Tasmanian, and New Zealand coasts, having been captain for years there in the early days. He has a son and daughter still living in Sydney, N.S.W.

THE ENQUIRY.

Shanghai, 7th May, 1896.
We take the following account of the Court of Enquiry into the loss of the *Onwa* from the *Mercury* of the 7th inst. The result of the enquiry will be found in our special telegram in another column.

A Naval Court of Enquiry was opened to-day in H.B.M.'s Consulate, Shanghai, to enquire into the circumstances attending the disastrous collision at Woosung between the C.N. Co.'s steamer *Newchwang* and the I.C.S.N. Co.'s steamer *Onwa*, which resulted in the sinking of the latter vessel on the 20th ult. with deplorable loss of life. The Court consisted of Lieut. Peter Vaughan Lewis, of H.M.S. *Spartan*, President; Mr. H. Bancroft Joly, H.B.M.'s Registrar of Shipping; Mr. Street, Master of the P. and O. S. N. Co.'s steamer *Ravenna*; Mr. Williams, Bell, Paymaster, H.M.S. *Spartan*, acting as Clerk of the Court; The C. N. Co. was represented by Capt. John White, Marine Superintendent, while Messrs W. F. Inglis and Angus Sinclair (Marine Surveyors) watched the case on behalf of Messrs Jardine, Matheson & Co.; Mr. D. McNeil was present as legal adviser for the owners of the *Onwa*. On the opening of the Court the summons calling it was read, with a letter from Messrs Butterfield and Swire requesting that the Court should be held; and also another from Sir Nicholas Hannan, to Captain Winslow, of H.M.S. *Spartan*, to hold the enquiry.

The President, addressing the representatives and witnesses, said that he hoped they agreed with him that the Court should carry out the enquiry in the fullest manner possible, and he looked to them to assist in every way. Such enquiry might possibly find out the cause of this disaster and the means of preventing a recurrence of such a thing, particularly a case like the present one, which has occasioned a most appalling loss of life. The river of late had been the scene of a great number of minor accidents, which might have been due to the negligence of the crew, or to other causes, which it was the duty of the Court to find out. The result of such enquiry might possibly form a rider to the finding of the Court, and he, the President, would take care that it should be brought before the Consular Authorities and the Chamber of Commerce of the port, as well as the Customs Authorities, who at present did not appear to have any control of the river. He proposed to call the Captain of the *Newchwang* and examine him as well as the other witnesses of the *Onwa*, and he asked that the officers of the *Onwa* should be examined to-day, and if the gentlemen from Messrs Butterfield and Swire had no objection, he would examine their witnesses first and those from the *Onwa* afterwards.

The first witness called was Captain Harde of the C. N. Co.'s steamer *Newchwang*, who, having been sworn, stated as follows:—On the night of the 20th we left Amoy at 11 a.m.; at 12 a.m. of the 21st anchored in Hsien Straits. At 5 a.m. of the 22nd we weighed and proceeded; at 1.30 a.m. of the 23rd we anchored off Bullock Harbour, weighed again at 4.45 a.m. Moderate N.E. winds and foggy weather. At 1.40 p.m. off Bellaville, anchored, light fog; at 7.30 p.m. on the 22nd the fog clearing away we weighed and proceeded. At 4.20 a.m. passed west of Video; at 11.50 p.m. we passed the Tungsha light vessel; at 12 a.m. on the 30th we passed Kooten light; at 2.5 a.m. half speed, at 2.10 slow at 2.20 passed Linsome light. At 2.30 a.m. we stopped the engine through a stoppage. While passing the ship we saw a steamer's green light crossing our bow. Off Woosung Creek a steamer's green light ahead. Passed to the starboard side, 2.35 light showing about 1 point off the starboard bow. Put engines half-speed ahead, blew two blasts of the whistle. No reply from other steamer. Repeated signal, still no reply. Passing *Kwaching* about 30 or 40 feet away. At 2.38 steamer showing red light. Stopped engines. Blew two blasts on whistle, helm hard-a-starboard. When steamer shut in green light, seeing a collision inevitable, put engines full speed astern; almost immediately the collision occurred. The steamer proved to be the *Onwa*. A large hole being reported in the fore hold, I put engines full speed ahead for one minute, helm hard-a-port, and beached the ship on Pheasant Point; at the same time we called to the *Onwa* to also beach ship, but received no reply. We lowered two life-boats, the first leaving the ship five minutes after the collision, in charge of the second officer. The other boat left shortly after in charge of the chief officer. They were away about half past one, and were found floating on the other side of the river. I kept the boat alongside until daylight, when we saw the *Onwa* sunk.

The President: Just mark on that chart (produced) where the collision occurred and where you beached your vessel.

Captain White asked to be allowed to produce a chart of his own, on a larger scale, which was done.

By the Court: We were going full-speed at the time, about 45 or 50 revolutions. Full-speed revolutions are 68 to 72. I estimate the speed at about a knot and a half. At the exact moment of the collision our helm was hard-a-starboard. We had been hard-a-starboard about half a minute. As soon as we saw the other steamer's red light we went hard-a-starboard. I was in charge of the helm myself. Our lights were last looked to at midnight, before the collision. I am quite sure they were burning brightly at the time.

By the Court: We struck the *Onwa* about 10 or 15 feet from her stem, over her port side. At that time the two ships were almost at right angles.

The President: Describe with the models exactly how it occurred.

Witness did so.

By the Court: It was my intention to take the *Felma* Channel. I starboarded my helm because the other steamer's green light was on my starboard side.

The President: Were you "tied" with the dangers of navigation on each side of you which prevented you putting your helm to starboard?

The President:—Did you hear any other whistle than your own?—No.

The President:—What officers were on the bridge with you?—The chief officer.

The President: Have you passed as a pilot at the Woosung River?—No.

The President:—Did you assume you had the right of way coming up with the flood?—Yes.
The President:—On what authority? The Harbour Regulations for Woosung.
The President:—Have you them here? Yes. (No. 49 special—read.)
By the Court:—That is in the Notice to Mariners issued by the L.M. Customs. I consider it a Regulation.

The President:—You have always understood that there were local rules in force for the Woosung River?

Witness:—Yes.
The President:—Is there any penalty for breaking them? Witness:—I think not.
Captain Ferguson of the *Glenagarry* was then called and deposed as follows:—

President:—State exactly what you saw on the night of crossing the Woosung Bar. Whether you saw a steamer ahead of you. Particularly as regards the steamer in the collision that afterwards occurred.

Witness:—When I was coming up the river there was a steamer ahead of us. Just before we got to the Woosung Creek I could see that he had starboarded his helm. I could see the two masthead lights together, but I could only see the black steamer. He (the black steamer) immediately went astern about Pheasant Point. I stopped the ship and I could see the other steamer's masthead and red lights. I still kept the ship stopped and drifted up past them with a strong flood tide; then just after we passed them we heard the *Felma* channel mark open. Then I had to turn the helm hard-a-starboard and I had to get the ship on the bar. I full speed ahead. Then I proceeded up the *Felma* Channel. I could see there was something the matter with the other steamer, but of course I could not tell what it was. My attention was taken up in looking after my own ship. I asked the pilot at the time what water the ship (the *Onwa*) was in and he told me 20 feet or more. I could see she was pretty well on the other shore. She was heading down the river at the time in the opposite direction to my ship. I saw the steamer till we got round the end of the river. That would be about ten minutes afterwards. I could not say exactly, I did not look at the time.

Mr. Arthur Cooper was then called, and, having been sworn, the President allowed him to sit down, while he gave his evidence, which was as follows:—We left the wharf at 1.5 a.m. and proceeded down the *Felma* Channel. When just about abreast of the lightship, swing on the port helm, I saw the red and white lights of a vessel slightly on our port bow. I heard the Captain give the order to port; and we were still on the swing then, hard-a-port, blowing one whistle; almost immediately afterwards we saw the red light of the steamer; it was then in, and the green light showed; that was at the time the Captain blew one whistle.

By the Court: State where you were.
Witness:—I was on the forecastle deck; the man on the look-out, the boatswain, carpenter and rest of the crew ready on the forecastle. On blowing one blast, it was immediately answered by two—too late, for the immediately crashed into us, striking our bow about 20 to 25 feet from the stem—the ships striking at an angle, as near as I could judge, of from 45 to 50 degrees from the bow of the ship. I was knocked down by a blow from a block or frame. Immediately jumped up and ran on the bridge. The Captain turned round to me quite calmly and said, "Cooper, what?" I took the lamp from the telegraph and looked at my watch and said 2.30. The vessel which had run into us parted, and we sank immediately down to the top of the stem which was just showing above water. The Captain cried out "stop the engines." I jumped down and tried the telegraph handle and found it broken. The Captain also tried, but it was broken. I then ran along to the engine-room skylight and lifting it up I called down to the engine room, "Stop the engines, Allen." The third engineer and a man were working at a wheel, immediately below me. I then went back to the bridge. The ship had heeled over about 45 degrees immediately after the other vessel left. On reaching the bridge all hands got on the rail and held on to the spar which the awnings are laced to. Some of them called out "Blow the whistle." I think it was the Captain. "I slid down on top of the awning and pulled a long blast till some one called to me to stop it, which I kept on doing till the lantern gave away. I then climbed back to the rest of them, and saw the pilot hang out "Are there no guns aboard?" I said "The guns are in the saloon, the cartridges in the chief officer's room" which was immersed. The captain then said, "take a cast of the lead." I went down into the lead stand, standing to my knees in water and cast the lead but got no ground. The Captain, Chief Officer, Scott, the pilot, and Chinese pilot, were standing above where I was. As I said "No ground," the vessel passed underneath me and I got most of my clothes off. At the time of the going down I had sea-boots, monkey jacket, and oil skin. The reel cover came floating towards me. I kept turning over and as there was a body inside, I cast it afloat. I then tried to swim for Pheasant Point; something struck me, so I turned towards the Woosung side and I tried to make the shore.

At this stage, the Court adjourned.

Mr. Arthur Cooper, the officer of the *Onwa*, continued his evidence after tea. He stated that the Captain was in charge of the ship at the time of the collision, that she sank within ten minutes, her fore-foot resting for some time on the ground and eventually slipping off into deep water. The crew cleared and the passengers crowded round the boats, none of which were lowered. The *Onwa* had four boats, six life-boats. Captain Stenard had on the bridge with him the Chinese pilot, that the ship had, he believed, two hundred passengers on board. He was cross-questioned by Captain White and examined by Mr. McNeil.

Captain Arthur was then called and he stated that he was pilot of the *Glenagarry*, and gave similar evidence to Captain Ferguson. He was cross-questioned at great length both by the Court and Mr. McNeil, in which a lot of very interesting information was obtained. The pilot's account of the harbour regulations only as recommendations and abide entirely by the international rules of the road, save while on the Woosung Bar, when the vessel with the tide has the right of way, but this does not apply to any other parts of the river. At the conclusion of his examination Captain Arthur was thanked by the Court for the straightforward way he had answered the questions of the President, who remarked that, had he not been subpoenaed by Messrs Jardine, Matheson & Co., the Court would have called him as an expert, as he, the President, understood Captain Arthur was one of the smartest pilots on the Lower Yangtze and Woosung River.

Captain White wished to question Captain Arthur as an expert, but the Court informed him that Captain Arthur was a witness for Messrs Jardine, Matheson & Co., and that two experts on the local navigation of the Woosung River would appear to-morrow. Mr. Halliway, chief engineer of the *Newchwang*, was called and stated that the 3rd engineer was on watch. That going full speed she (the *Newchwang*) makes 35 revolutions and that would drive her 6 knots, at full-speed she would turn over about 60 revolutions and make 5½ to 6 knots. He heard no whistle.

At this stage the Court adjourned till 9.30 a.m. Friday—May 17th.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

LITTLE ENGLANDERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Your remarks on Mr. Sharp's piece of praise on our noble selves and Imperialism and the British Empire strike me as much in point. It would perhaps have been more instructive if we had heard more of the opportunities and less of the abilities of Englishmen, and "the volume" (I say the Committee of the Odd Volumes) "the gift of us to see ourselves as others see us" by persuading some non-British to edit for us "Imperialism and the British Empire." I think we could promise him a patient hearing, and we might have for once a lively debate.

By the way, sir, I note that you couple the name of the man who may be truly called "The Great Commoner" of our country in this century, William Ewart Gladstone, with the idea of "Little Englandism." Allow me to answer this misconception of a great leader, whose greatness and majesty are appreciated by a quotation. These are his words:—"The sentiment of empire may be called innate in every Briton; if there are exceptions they are like those of men born blind or lame among us. It is part of our patrimony, born with our birth dying only with our death, incorporating itself in the first elements of our knowledge, and interwoven with all our habits of mental action upon public affairs."

ED. ROBINSON.

Hongkong, 11th May, 1896.

[Mr. Gladstone can give expression to the sentiment in the most eloquent terms, and on any conceivable subject, on either side or on any or all of its many sides if it should have more than two. He must be judged by his actions and not by his words; by his policy when in office, not by his addresses out of office. He knew nothing of foreign politics, and he cared less. England has never been so thoroughly ashamed and disgraced, since the days of the Stuarts, as under the Gladstone administrations. Does our correspondent remember what Bismarck said of him? We cannot recall at the moment the precise words, but it was to the effect that Bismarck would never dare to face his countrymen if he had exposed the nation to so many slights, so many insults, as Gladstone had brought on England in four years.—Ed. H.T.K.]

"IMPERIALISM AND THE BRITISH EMPIRE."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I was taken by surprise on Friday evening by the inquiry for a definition of "Imperialism," and gave the meaning which first occurred to me, viz., royalty, sovereignty, as in contradistinction to republicanism as a form of Government. I am, however, indebted to you for the better definition of the word as at present used, viz., "the attitude of mind that regards England, Ireland, Scotland, the Canadian, Australian, and the Cape as all parts of one great whole, and that looks and labours for their closer and more intimate union in a great federation ruled by a truly Imperial Parliament, with representatives from all its component peoples and presided over by one sovereign, Her Majesty the Queen and her successor in God's good time."

I gave little thought to the title of the lectures and fear, as I said at the opening, that my thoughts were very poor and incomplete, but it was principally intended as an introduction to those of Dr. Widdowson which I considered really valuable and well expressed.

Yours faithfully,

GRANVILLE SHARP.

Hongkong, 11th May, 1896.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN BANKRUPTCY.

(Before Hon. W. M. Goodman, Acting Chief Justice.)

May 11th.

RE F. W. WATTS, EX PARTE THE DEBTOR.

Mr. Grist appeared for the debtor, and informed the Court that the debtor made application for receiving order in Bankruptcy. This course was forced on him by the issue of three writs of foreign attachment. The only course by which all the creditors could be protected was that taken.

F. W. Watts was then briefly examined. He valued his assets at \$5,000, of which one was a life insurance policy on which \$150 had been paid, and another \$1,500, but if sold under pressure he would bring slightly less. His liabilities were about \$5,000.

The application was granted and a receiving order issued, Mr. A. Seth being appointed Receiver.

RE NG KWAI, EX PARTE THE DEBTOR.

A WARNING TO FRAUDULENT BANKRUPTS.
F. I. Lordship delivered the following judgment:—In this case the bankrupt Ng Kwai comes up for his discharge in pursuance of section 27 of the Bankruptcy Ordinance No. 20 of 1894. It appears he carried on business as a dealer in fish and other articles, and was declared bankrupt on the 27th of February last, and a receiving order was made on the 5th of March. His statement of affairs, filed on the 20th of March, showed liabilities estimated by himself at \$5,604. He puts his assets at \$1,589. The Official Receiver has, however, so far only recovered \$379. Whether more will be realised is problematical.

The Public Examination of the bankrupt took place on the 2nd April last, and it appears from his own statement, which were duly read over to him, and signed in accordance with the Ordinance, that he took over the business from his father 5 or 6 years ago, and at that time the capital was about \$1,000. It appears that the year has shown a heavy loss, and at the beginning of January, 1895, the bankrupt was insolvent, as his liabilities exceeded his assets. He states that his position was that he owed \$1,150 more than he had. During the last Chinese year he continued losing, till his position was that he owed \$7,750 more than he had. He further states that on the 5th of January, 1896, he knew that he had not sufficient money to pay his debts. That being the state of things he entered into a contract, about the 5th of January, 1896, to sell the hides of all the cattle to be slaughtered by his shop to the Yau Cheung firm during the ensuing Chinese year, and borrowed from them an advance of \$1,200 on account. He must have known they would not receive the hides. About a month afterwards he gave up his shop, transferred it to another man, and left the fish to run him for the recovery of the advance of \$1,200 and for damages for not supplying the hides. After the Plaintiff had gone to the expense of suing the writ, he filed a petition to bankruptcy and got the action stayed. Section 27 of the Bankruptcy Ordinance, sub. section 4, coupled with section 20 of Ordinance 6, of 1894, provides that "where the bankrupt has continued to trade after knowing himself to be insolvent, or where he has acquired any debt provable in bankruptcy incurred during the time of continuing his trade, reasonable or probable ground of expectation that he will be able to pay it, or of such facts as to satisfy the Court, on proof of such facts, the bankrupt to imprisonment with or without hard labour for any term not exceeding one year. Section 17, sub-section 5, of the Bankruptcy Ordinance makes the notes of the public examination evidence against the bankrupt. In this case it is abundantly clear, and from the bankrupt's own evidence, that he has committed both the offences I have specified. He continued trading knowing himself to be insolvent, and when he contracted the debt of \$1,200 he had no reasonable expectation of being able to pay it or of being able to supply the hides. It is necessary to make an example of so fraudulent a bankrupt. In some other cases men richly deserving imprisonment have escaped owing to difficulties of proof. In this case the proof is clear, and I sentence Ng Kwai to be imprisoned and kept to hard labour for the term of three calendar months for each offence, I think this summary power which is conferred by our local Ordinance is a most useful addition to the law of the Colony where the bankruptcy jurisdiction of the Court is too often resorted to rather with a view of protecting unscrupulous persons from legal proceedings and from arrest than of realising and distributing substantial assets in an equitable manner among the creditors. This judgment fully endorses the opinion of the Official Receiver, who very properly called attention to the offences for which the bankrupt has been sentenced."

reasonable or probable ground of expectation that he will be able to pay it, or of such facts as to satisfy the Court, on proof of such facts, the bankrupt to imprisonment with or without hard labour for any term not exceeding one year. Section 17, sub-section 5, of the Bankruptcy Ordinance makes the notes of the public examination evidence against the bankrupt. In this case it is abundantly clear, and from the bankrupt's own evidence, that he has committed both the offences I have specified. He continued trading knowing himself to be insolvent, and when he contracted the debt of \$1,200 he had no reasonable expectation of being able to pay it or of being able to supply the hides. It is necessary to make an example of so fraudulent a bankrupt. In some other cases men richly deserving imprisonment have escaped owing to difficulties of proof. In this case the proof is clear, and I sentence Ng Kwai to be imprisoned and kept to hard labour for the term of three calendar months for each offence, I think this summary power which is conferred by our local Ordinance is a most useful addition to the law of the Colony where the bankruptcy jurisdiction of the Court is too often resorted to rather with a view of protecting unscrupulous persons from legal proceedings and from arrest than of realising and distributing substantial assets in an equitable manner among the creditors. This judgment fully endorses the opinion of the Official Receiver, who very properly called attention to the offences for which the bankrupt has been sentenced."

CRITICAL TIMES FOR THE SILKMAN.

There seems to be a financial crisis amongst the native silk farmers, and from what we can gather from the reports, it is rather a critical one. The cause, it is understood, is caused by the heavy loss in interest charged by the native banks and the fall in the price of silk. The silkmen will shortly be going up into the silk districts to buy cocoons, and they depend very much on the native banks to get their money to procure their annual supplies. It is reported to us that not less than eight native silk farmers have suspended work, not intending to buy. Some of these farmers have only just been started, whilst the erection of others has been suspended, although the plant and machinery have arrived, owing to the want of capital, the shareholders being able to pay up their calls. The shareholders of one enterprise have refused to sell out at a very cheap price, whilst others are trying their utmost to obtain facilities to carry on their business. So far as we can ascertain no Europeans have come forward with money. Native interest has been running as high as from 15 to 20 per cent. within the past week, but is now down to about 12 per cent.—*Mercury*.

EXPLORATION IN CELEBES.

DISCOVERY OF LAKES.
A newspaper at Macassar gives details of the explorations of the brothers Sarasin in the South-east Peninsula of Celebes. It used to be an utterly unknown portion of that large island, and appeared in maps as a very high mountain land. The unknown region now turns out to have two large fresh water lakes, and to have a watershed utterly different from that laid down in maps. The explorers first, through the Governor of Celebes, gained over the Sultan and the headmen on the west coast, and then started from Macassar, early in February, with fifty coolies and supplies for two months. The party soon reached Palopo, the capital of the extensive State of Luwu. The Sultan of Luwu gave them every help in pushing on into the interior as soon as he found that the explorers did not come for political purposes, and sent two of his chiefs to accompany them. The explorers then proceeded to the Gulf of Boni, the threshold of the unknown region. There the Sultan's influence cleared away difficulties among the local people, who objected to Europeans going inland. The explorers then entered the forest bordering the Bugis Settlements, and emerged among mountains connected with the ranges in central Celebes. They crossed a pass 2,000 feet above sea level, and marched for days along almost unbroken mountain country until they reached a large lake called Matana, about thirteen miles long and five broad. Two villages lay on its south side, one of which was built over the water like the ancient Swiss pile villages. There copper foundries abounded, where Chinese and imported from the coast are melted down into tools and rings and other ornaments, fashioned in a way similar to that found on prehistoric European articles of the kind. This is taken to show that the industry on the lake is of old date. Pottery works also meet the eye. Matana, which gives the lake its name, is the only freshwater pile village seen by the explorers in Celebes, and its name is the common talk on the coast. Sarawak, the other village on the shore of the lake, is the seat of iron manufacture. The shore abounded with iron ore, which is smelted in a primitive way, and the iron is used in the manufacture of tools and other articles. The inhabitants, industrious as they are in this line, feel too lazy to catch the fish in the lake, and find it easier to depend on imported salt fish. Soundings showed the deepest bottom of the lake to be below sea level. From this place the explorers visited the more extensive lake of Turunt. This lake is estimated to be thirty miles long, and its water flows into the sea by a great deep, the greatest depth, where the explorers went, was 100 fathoms, and the water was about 450 feet. The water of the first lake flows into the second one, and from there into the sea on the west coast instead of on the east coast as had been hitherto supposed. Thus the small lake shown there on maps must give place to two large lakes, and the river Batusole takes a different course from that marked on these maps. Round this lake the country is very thinly populated, owing to continual warfare, the explorers got across about scantily clothed and armed. They were armed of buffalo hides or deer skin and carried spears, swords, and shields. Women and children were very seldom seen. On the north side of the Matana lake, market is held once in fifteen days, whether the neighbouring people flock for trade by barter. So busy were they that few resorted to the market when the explorers visited it. At the market the manufacturers from the coast are exchanged for jungle produce and cultivated articles. From there the explorers proceeded to Tomoni on the east coast, and crossed the watershed at a height of over 2,000 feet. The way passed again through thinly populated country, and through small villages, but few of the inhabitants ventured to show themselves. On the evening of the second day the explorers reached the Puanu river, and on the next day came to a more thickly inhabited country, where paths and roads evidenced traffic. A dense forest formed the boundary between the jungle tribes and the Bugis coast settlements, just as on the west coast. At the first Bugis settlement the explorers got across, and went down the river towards Tomoni. There they embarked in a coast steamer and returned to Macassar. At Tomoni they heard of another lake in the interior that can be reached from the sea by a narrow path, and bears the name of Ngunguluwa. Report alleges it to be very large and somewhat round in form, and to be abounded with crocodiles and birds.

but to have hardly any village on its shores. Messrs. Sarasin have long been exploring in Celebes, and they say that the island still offers a very promising field for scientific research. They are on the way back to Europe with a large number of photographs and rich collections of specimens, especially in ethnography. They have already published a standard work on the Vedda of Ceylon, and there is every prospect of their coming work on Celebes proving equally a success. Danger attended their explorations in Celebes, owing to Bugis hostility and the wildness of the inland tribes.—*Strait Times*.

THE AGHEEN WAR.

The *Deli Courant* of the 29th April gives telegraphic particulars of military operations against Taku Umar. On falling away from the Dutch, Umar had retired to Pagan Badak, and his men dug trenches, threw up strong fortifications, and awaited the course of events. Parleying went on between him and the Dutch authorities, and rumour mentioned that he had offered to submit on certain conditions, and that, so far, he had not fired a single shot against the Dutch. The parleying ended on the 24th April by an ultimatum being sent to Umar, an answer being required within twenty-four hours. Umar rejected the ultimatum. Hostilities began on the 25th by a bombardment of Umar's positions. Fire was opened on land from twenty guns in three batteries, and at sea from the men-of-war with thirty guns. It was also intended to land troops against Umar at a place called Krung Raba. That plan has been given up from the difficulty of landing there, especially now that the enemy have thrown up fortifications in that quarter. At night on the 28th instant a detachment of armed police surprised and took an Achinese fort, the enemy losing General Vetter and five prisoners. Evidently Umar has no intention to deal with Umar first. Umar and his legion, eight hundred strong, are the most formidable foes the Dutch have in Achene, from their military training and equipment. The General had concentrated his forces beforehand by withdrawing the garrisons of the outlying posts, so as to be in a position to deliver a blow with the utmost effect. Umar's defection has raised the hopes of the enemy, and so revived confidence among them that the recent fighting showed unusual stubbornness and energy on their part. The Dutch need most now to disperse the enemy's hands by striking a telling blow. The General's hands that he does not intend to err on the side of leniency, by notifying that severe punishment will overtake any village from which shots have been fired at the Dutch. Umar, the traitor, naturally comes in first for punishment, and he is now taking the consequences.—*Strait Times*.

THE GREAT HEAT WAVES IN INDIA.

We noticed the other day the passing of a great heat wave over Australia, and it is evident that the same wave has of late been favouring India and Burma. In Bengal at 78° and 80° meteorological stations there has lately been a maximum temperature of over 100 degrees, and even Lower Bengal, lately under a river, is feeling the weather in the drying up of its normal water-supply at this time of the year. Bengal in April is not usually so hot. The heat is reported as abnormal even in the hills. In the Punjab the temperature is from 8 degrees to 12 degrees above the normal, and the highest reading reported is 100 degrees, which is quite unusual for the time of the year. The *Chota Nagpur* rains have also held off. It would seem from all this that this is to be a year of great heat, and that to the summer; that there is probably some connection between this heat wave and the famines that have begun to prevail in parts and which we have noticed; and that there is evidently some connection in the meteorological conditions of Australia, Burma and India as was pointed out by a writer in the *Sydney Quarterly Magazine* nearly fifteen years ago. Let us fervently hope that as Australia has been blessed with a second season of rain, and that Lower Bengal, lately under the great heat wave, that we shall shortly also similarly be blessed here in India. The Ceylon papers, indeed, are already anticipating an early burst of the monsoon.—*Madras Times*.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Canadian (*Empress of Japan*) to-morrow.

French (*Calcutta*) to-morrow.

American (*City of Rio de Janeiro*) 14th inst.

Indian (*Catharine Aghar*) 16th inst.

Australian (*Zealandia*) 20th inst.

American (*Gaule*) 22nd inst.

Tacoma (*Stratford*) 23rd inst.

American (*City of Peking*) 31st inst.

The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left Nagasaki for this port yesterday at 11 p.m.

The N. G. I. steamer *Diogenes* left Bombay yesterday for this port, and may be expected here on or about the 20th inst.

The China Navigation Co.'s steamer *Tsitan*, from Australian ports, left Thursday Island yesterday for this port, and may be expected here about the 20th inst.

The Ocean Steamship Co.'s steamer *Agamemnon*, from Liverpool, left Singapore for this port yesterday morning, and may be expected here on or about the 16th inst.

Trz Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Catharine Aghar*, from Calcutta, left Singapore for this port on the afternoon of the 9th inst.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Calcutta*, with the next French mail, left Saigon for this port at 10 a.m. on the 9th inst.

Trz Agents (Messrs. Dowell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Strathmore* which left Tacoma on the 18th ult. has arrived at Yokohama on the 9th inst., and left for this port, via her usual ports of call, to-day.

SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.

Bangkok..... from Saigon.

Onawa..... " " Swatow.

Hailong..... " " Coast Ports.

Capitan..... " " Singapore.

Hongkong..... " " Hongkong.

Chowpa..... " " Bangkok.

Satsuma Maru..... " " Moji.

Kureyama..... " " Canton.

Holland..... " " Saigon.

Gamanda..... " " Samahay.

Daphne..... " " Chinkiang.

Goey..... " " Moji.

Argo..... " " Moji.

Barry..... " " Moji.

Haitan..... " " Coast Ports.

Swatow..... " " Swatow.

Bangkok..... " " Bangkok.

Intimations.

SUITABLE FOR THE SEASON.

FINEST JAPANESE COTTON GRAPES

AND

SILK GOODS.

Every Variety in Colour, Stripes and Figures.

ORDERS

EXECUTED WITH CARE AND PROMPTITUDE.

SAMPLES are to be seen at
THE MITSU RUSSAN KAISHA,
No. 8, Queen's Road Central,
Hongkong, 24th April, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the
EMPIRE of CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 65, Queen's Road Central,
HONGKONG.

HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand.

L. MALLORY.

Hongkong, 4th June, 1896.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board Ship.
We are the only Water-Boat Company in
Hongkong exclusively supplying FILTERED
WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BEAT CO.,
18, Praya Central.

Hongkong, 7th October, 1896.

THE LAFAYETTE PARIS
31, RUE LAFAYETTE, PARIS.
HARMONICUS FOR CHURCHES, DRAWING
ROOMS, SCHOOLS, &c.
FROM 24 UPWARDS.
Illustrated Catalogue sent free on demand.
JOHN D. HUTCHINSON, Esq., Hongkong,
Agents for M. OPPENHEIMER & Co., Paris.

LANGUID WOMEN

PALE CHILDREN

OLD PEOPLE, INVALIDS

VIN CHAPOTEAU

(CHAPOTEAU'S WINE OF PEPPERS)

A DELICIOUS

NUTRITIVE

STIMULANT.

This stimulant wine is easily assimilated when
other solid or liquid food will remain on the
stomach. It is indicated in constitutional weakness
and lack of digestive power,
for the aged, anæmic,
dyspeptic, and
convalescent.
It helps sufferers
from
consumption,
dysentery,
Gonorrhea,
and
Diarrhea of
the stomach.
CHAPOTEAU
PARIS



Not That Way Now.

People used to take plain
cod liver oil for coughs,
colds, throat and lung troubles
only after other remedies
had been tried and
found wanting.

Scott's Emulsion

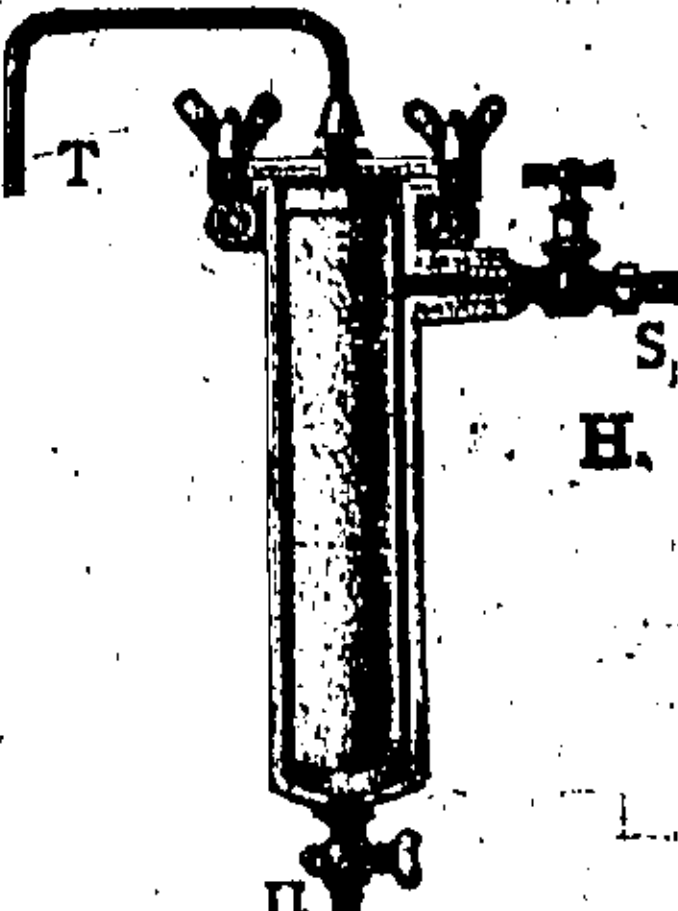
is the modern idea of cod
liver oil, the first instead of
a final resort, when such
ailments appear. The fish-
fat taste is removed and the
oil itself is partly digested
before taken into the stom-
ach.

Sole Agents for Hongkong and the Empire of
China—WATKINS & CO., Hongkong.
Hongkong, 27th March, 1896.

Intimations.

ENJOY IMMUNITY

from much Sickness and Suffering by having all your
Drinking and Cooking Water Filtered through



THE
BERKEFELD
FILTER

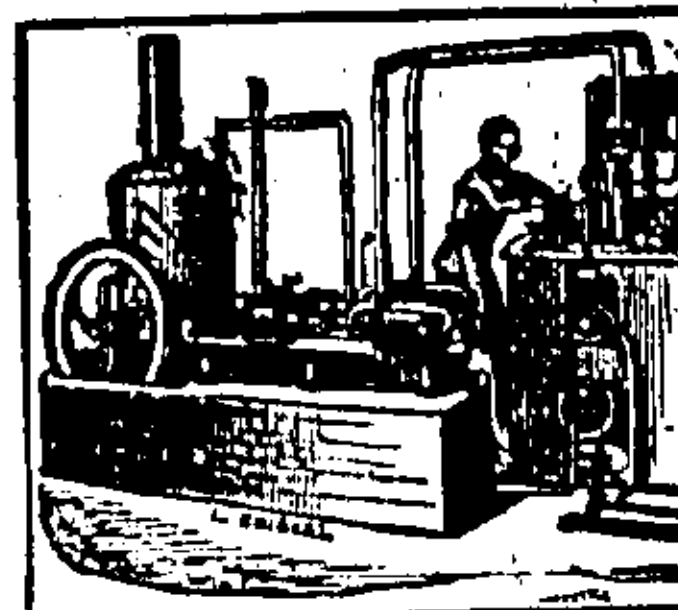
AND
GERM PROOF
FILTERING
FILMS.

Write for
Opinions of the Press,
Medical
Experts and Patrons.

WATKINS & CO.,

SOLE AGENTS,

APOTHECARIES' HALL, 65, Queen's Road Central.



COMPAGNIE INDUSTRIELLE DES PROCÉDÉS

RAOUL PICTET

LIMITED. CAPITAL: 800,000.

16, RUE DE GRAMMONT, PARIS.

INDUSTRIAL ENGINES

FOR THE PRODUCTION OF

COLD AND ICE

Apply to MESSRS. DODWELL, CARLILL & Co.

Agents for MESSRS. P. OPPENHEIMER & Co., Paris.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audouard's Watches

awarded the highest Prize at every Exhibition;

and for Vol. 111 and 112 of the

CELEBRATED OPTICAL GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 55, Queen's Road Central.

[37]

LEVY HERMANOS.

AND AT

SHANGHAI, MANILA, ILOILO AND PARIS.

JEWELLERY, DIAMONDS, WATCH,

CHRONOMETER & CLOCKMAKERS

Also

GENERAL IMPORT & EXPORT.

10, QUEEN'S ROAD CENTRAL

Opposite the Telegraph Office.

[41]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland

Ports, and taking through Cargo to

ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"MENMUIR."

Captain Craig, will be despatched for the above

Ports on THURSDAY, the 14th instant, at

Daylight.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions

throughout the voyage.

A Stewardess and a duly qualified Surgeon

are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 7th May, 1896.

[785]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Jackson, will be despatched as above

on SATURDAY, the 16th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th May, 1896.

[770]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENVALDER,"

Captain Thomson, will be despatched as above

on or about the 25th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 5th May, 1896.

[774]

"RICKMERS" REGULAR LINE OF

STEAMERS.

FOR ANTWERP, BREMEN AND

HAMBURG.

(Taking Cargo at through rates to RED SEA

PORTS, MEDITERRANEAN AND BLACK

SEA PORTS.)

THE Company's Steamship

"DIKE RICKMERS,"

Captain Selgel, will be despatched as above

on THURSDAY, the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 8th May, 1896.

[791]

JAVIA, CHINA JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAVIA, HONGKONG, YOKOHAMA, KOBE,

AMOI, HONGKONG, SINGAPORE,

JAVIA.

FROM HONGKONG.

S.S. Federation ... To JAVIA ... [May]

S.S. Germania ... To JAVIA ... [June]

S.S. Cassius ... To JAVIA ... [July]

S.S. Germania ... To JAVIA ... [May]

S.S. Cassius ... To JAVIA ... [June]

S.S. Federation ... To JAVIA ... [July]

General Agents for China & Japan,

LAUTS, WEGENER & Co.

Hongkong, 6th May, 1896.

[991]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOI AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Davis, will be despatched for the above

Ports TO-MORROW, the 12th instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LAFFRAIK & Co.,

General Managers.

Hongkong, 11th May, 1896.

[792]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA, VIA AMOI.

THE Company's Steamship

"YUENSANG,"

Captain W. Waddell, will be despatched as above

above TO-MORROW, the 12th instant, at 5 P.M.

This Steamer has Superior Accommodation for

First-class Passengers.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 9th May, 1896.

[796]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"COWRIE,"

Captain Panton, will be despatched as above

TO-MORROW, the 12th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 9th May, 1896.

[681]

AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN

GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA,"

Captain Peller, will leave for the above places

TO-MORROW, the 12th instant.

For Freight or Passage, apply to

SANDER & Co.,

Agents.

Hongkong, 6th May, 1896.

[780]

OREGON RAILWAY AND NAVIGA

TION COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alterations.)

Albion ... Friday ... 15th May.

TAKING PASSENGERS AND CARGO FOR UNITED

STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLOUN,"

will be despatched hence for HONOLULU,

VICTORIA, B.C., and PORTLAND, OREGON,

via KOBE and YOKOHAMA, on FRIDAY,

the 15th May.

Consular Invoices of Goods for United States

Points should be in QUADRUPPLICATE, and one

Copy must be sent forward by the Steamer to

the care of the General FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, 4th May, 1896.

[773]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH,"

Fulton, Master, will leave here for the above Port,

and will have quick despatch.

For Freight, apply to

SHEWAN & Co.,

Agents.

Hongkong, 18th February, 1896.

[316]

FOR NEW YORK.

THE 100 A. American Iron Ship

"T. F. OAKES,"

E. W. Reed, Master, will leave here for the above

Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 2nd May, 1896.

[661]

FOR NEW YORK.

THE 3/4 L.T. American Ship

"LYLIE,"

Ballard, Master, will leave here for the above

Port, and will have quick despatch.

For Freight, &c., apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 2nd May, 1896.

[675]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—15,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 20th May.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th June.

EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 1st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted